RAPID TRANSIT.

The Road To Be Erected on Third Avenue.

"From the Battery to the Park in Twenty Minutes" Likely To Be Realized.

The Gilbert Elevated Railroad Described and Explained.

THE PLATFORMS, STATION HOUSES AND CARS.

How 100,000 Passengers Can Be Daily Moved.

When in the Legislature of 1875 the Husted bill was introduced, providing for the appointment by the Mayor of a commission to lay out rapid transit routes in this city and de-cide upon the style of structure, a few ventured to that it would be successful in face of the combined influence of the various horse car linea. The Rapid Transit Commission created under this act, consisting of Messra Seligman, Mott, Brown, Canda and Detamater, however, proved to be men who took a broad and comprehensive view of the wants of the stant labor, aided by the professional skill of Messrs Shrieve and Newton, their engineers, they made their report. Then for the first time the public began to feel sanguine of the final defeat of the borse car interests and the ultimate realization of their rapid transit

The report of these gentlemen was very generally commended by the masses and the press; but still there yet remained other work to be done before capi-talists, who stood ready with their money, could go on with the construction. Upon the consent of the property owners along the line of certain streets much depended, and as the requisite number failed to sign their consent another commission was provided for under the bill, whose duty was specified to be the confirmation of the routes of the Seligman Commission. The readers of the HERALD are familiar with the opposition offered before this supplementary commission by property owners in the interest of the Third Avenue froad Company, and the vigor with which the horse par interests opposed the routes selected at every step

THE GILBERT ELEVATED RAILROAD The early commencement of work on the Gilbert Elevated Railway is looked forward to with much interest, especially as it is to be a double track road along the line of West Broadway, South Fifth avenue and Sixth avenue, where the travel is always very large. From time to time the HERALD has recorded the progress made by this company in arranging delasis of construction and operation. How the company proposes to move the passengers safely and expe-sitiously to the subject of this article. When it is remembered that 150,000,000 passengers are yearly carried by street cars in this city, and 40,000,000 by omnibuses and other vehicles, it will be obvious that a rapid transit railway, to accommodate even one-sixth of this travel, must possess facilities for transporting not far from 100,000 passengers per day, or 50,000 passengers each way, a large percentage of whom will be concentrated within the morning and evening hours, from six to ten A. M. and three P. M., although there will be a large and lucrative travel at other hours when facilities are offered for running trains with sufficient frequency. It was with a view of meeting this heavy travel morning and evening that Dr. Gilbert, chief engineer of the road, designed the plan of a new locomotive, which was fully described in the Herald of April 4. Assuming that 100,000 pussengers demand transportation every day, and that 60,000 of these must be carried in four hours of the morning and four hours of the evening, it will require 240 trains of 250-passenger capacity each to prevent obstructions and delay. The balance of the 100,000 must be distributed through the other hours of the To meet this emergency the chief engineer perfected an engine so arranged that its tractive power could be increased sufficiently to move these heavy morning and evening trains at a rate of speed that would guarantee perfect safety. The better to secure both speed and safety the company have adopted a rture of a train from one station until the I brain has left the station beyond. As these stations will be about haif a mile apart the length of time resuired to run that distance will mainly depend upon the weight and power of the engine, its speed and the ies for quick stopping and starting. Upon these points will largely depend the carrying capacity of

While the material used in the structure and the power of the locomotives are of vital moment the arrangement and plan of the stations and cars in such manner as to prevent obstruction, delay and confusion are very important. In order to meet these necessary requirements as fully as possible, both as regards the general cars and the "commission" trains, Dr. Gilbert for months has been engaged in perfecting plans for stations, approaches thereto, cars and other details of the work. We give below illustrations and descriptions of the stations, platforms, cars, &c., which the company propose to employ in the work of transporting DESCRIPTION OF THE STATION BUILDINGS.

fhe stations will be generally located near the intersection of broad streets and at such points as will best accommodate crosstown travel, and about half a mile apart. The building will be of light corrugated iron, in ornamental style It will be about 40 feet by 15, after the style shown in figure L At either end of the station is placed a ticket office, so arranged that tickets can be sold from three windows at the same time. Seats will be arranged along the sides in the waiting room for the accommodation of passengers, and also on the landings, of 15 feet on either end but and over the platform on a lens with the cars (as will be seen in figure IL), to protect the passengers from exposure to the rain. The structure will, when sompleted, present a very plensing effect to the eye, and will be so located that it will but slightly interrupt the view of the street in which it is situated.

DESCRIPTION OF PLATFORMS, APPROACHES AND TICKET

The stations are reached by two stairways, about six test wide, leading from the outer edge of the sidewark to the platforms with an easy incline. They are to be of tron, built in a substantial manner. In order to prevent confusion, which would result from passengers meeting, the stairway for entrance will be on the left and for exit on the right. By this means passengers will not be moving in contrary directions, and they will not come into collision with each other. As the passenger enters the landing he purchases his ticket at one of the windows and passes through the ternstile to the platform, from which point he can enter the train or the waiting room of the station. To expedite the movement of passengers during the morning and evening "rush," when "com-mission" or balf fare trains are run, two these "turpanies" are provided for entrance and two for exit, the passenger only being required to show his ticket, which admits him to the platform and the train. The ticket is not taken up by the conductor, whose duty is simply to give his entire attention to the the passenger from the station to which he is ticketed the ticket is taken up. In case the passenger desires to proceed further than the station to which he has pased a ticket he may do so by paying the addional lare. The stations will all be numbered and the lickets for these stations will be numbered and printed in corresponding colors. This will enable the company to detect any discrepancy between the number of tickets sold and the amount received, each station 3 feet.

The state of the train in the shortest possible time, which must not exceed thirty seconds at any one state of the possible time.

ter of the company and the Rapid Tracell

Commissioners having provided for the running of half fare cars at certain hours, which are to be known as "commission cars," the platform will be divided by a movable and sliding wicket. The tickets of these respective trains are to be different and correspond to "general" or "commission" trains. (See figure III.)

THE COMMISSION CARS will be about 37 feet long from end to end of lat-form; the body of the car 31 feet 6 inches, with an outside breadth of 9 feet and inside breadth of ? feet 11 inches. The seats will be ranged acrosswise, after the European plan. There will be ten scats, each holding five passengers, making the entire capacity lifty persons. The doors are all on the sides, and, by an ingenious arrangement which connects all the doors, the train man by the moving of a lever opens and shuts them simultaneously. The advantages of this device are that passengers will not be endangered by attempting to leave or enter the train while in motion, and it also facilitates quick loading and discharge. It will also insure perfect ventilation of the cars. Additional means of ventilation are also provided over the windows and from the ceilings. The seats of these cars will be of perforated wood, which will meet the

but one egregious mistake. They failed to make any provision for an extra track for the running of express trains. Engineers all agree that the cost of providing little, and the beauty of the structure would not be seriously jeopardized. In figure VIL a longitudinal view of the structure, with the Gilbert engine and cars, is

The following details will serve to depict on the mind's eye the appearance the Gilbert Elevated Railway will have. The structure will consist of two rows of columns placed in the roadway and supporting two lines of longitudinal girders, with cross girders at in-tervals and with longitudinal iron floor beams. The structure is to be adapted to support a double track railroad capable of carrying a rolling load of 1,500 pounds per foot on each track. The outside girders are to be so arranged that they will serve as parapets or

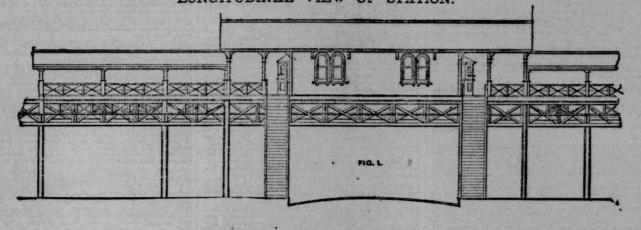
The columns on Sixth avenue are to be about thirtyseven feet between centres longitudinally and twentythree feet apart from centre to centre transversely. The longitudinal girders are to be pin-connected trusses six feet deep, five feet six inches vertically

The tubes are made of charcoal iron, lap-welded, with copper ferrules on their firebox ends, and number 112. They are 7 feet 8 inches in length and 1% inches in

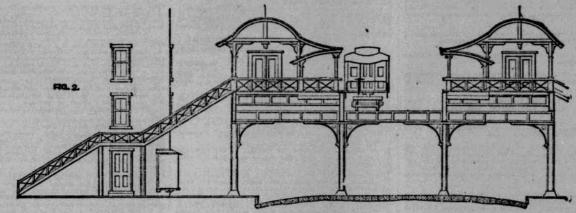
drameter.

The firebox is 40 inches long and on the inside 36 inches wide. The crown sheet is supported by crown barse map of two pieces of wrought iron, the boils of which are screwed through it. The balance puppet

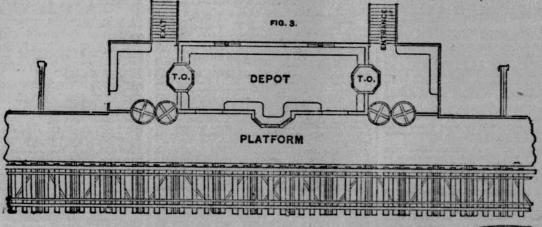
LONGITUDINAL VIEW OF STATION.

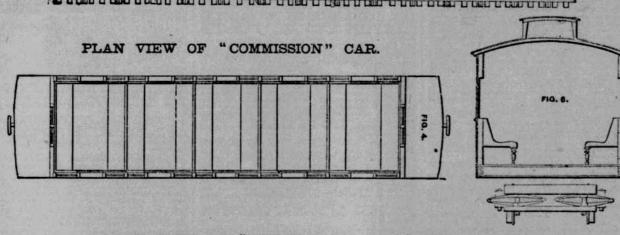


SECTIONAL VIEW OF STATION.



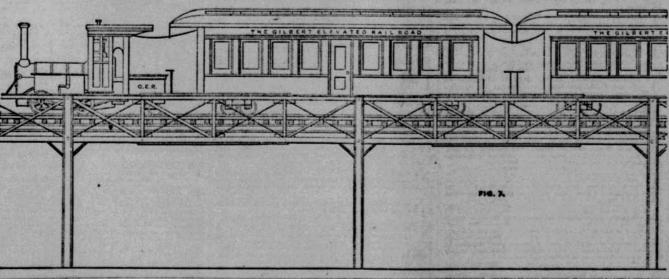
PLAN VIEW OF DEPOT AND PLATFORM.





PLAN VIEW OF "GENERAL" CAR, SHOWING DOORS. THE PERSON NAMED IN

GENERAL LONGITUDINAL VIEW OF ENGINE AND TRAIN.



fullest sanitary requirements. An idea of this car will be gained from the pian shown in garre IV.

THE "UNIVERSIDAL" CARE

are about 47 feet 8 inches from ent to end of platform, and the body of the car is about 41 feet 8 inches; the breadth from outside to outside will be 9 feet, and 8 feet 4 inches inside. The sents will be a ranged computed by 1 feet in depth. Such car will accommodate, stated, 50 passengers. There will be a clear width of 4 feet between the prows of seats, to give room for free and unobstructed ingress and exit. There will be a clear width be offered and into down upon the crossties on the same level as the platform of the station and the body of the car, are to be ample for the rapid dors in the centre of each car, with a clear width of 5 feet.

The arms penents of these car will a better undersood by a reference on car, with a clear width of 5 feet.

The arms penents of these car will a better undersood by a reference to can car, which clear city of the car, are to be double silding doors in the centre of each car, with a clear width of the new Gibbert engine is under the control of the station and the body of the car, are to be double silding doors in the centre of each car, with a clear width of the new Gibbert engine is under the control of the station of the control of the station of the control of the station of the control of the control of the station of the control of the control of the control of the station of the control of the cont

SPRING FASHIONS.

It is the object of this article to show the great

GREAT ILEGANCE AT SMALL COST-HOW THE LEAST MONEY WILL GO THE GREATEST

mass of the HERALD's lady readers how they can make the best show for the least money. Fashion articles as a rule deal almost entirely with expensive goo dresses that cost from \$300 to \$1,000 and laces and dresses that cost from \$300 to \$1,060 and laces and velvets. There are a few people who read such articles, but the majority throw the paper down and say "There is nothing there for me; why don't they tell how ordinary people dress?" That is just what we propose to do here. Not only the stores on the avenues but the best stores on Broadway offer inducements to those in search of bargains. First let us wear it. The polonaise has been revived, but with improvements. The effect of the new style is that of improvements. The effect of the new style is that of a want in front with the polonalise in the back. The basque and overskirt are more in favor for evening dress than the polonalise; the latter is more for ordinary use, shopping and travelling. A great many dresses are made without any overskirt, but with trimming so draped as to give the same effect. Waists are made perfeetly plain, without any trimming, except perhaps a fold of the same or a complementary shade around the cuff of the sleeve. Skirts are more trimmed than ever, and are pulled back so tightly that they look almost plain at the sides. The bustle will be worn, but only to flare out around the bottom. It should be imperceptible at the top. The French styles say very flaring at the bottom, more than ever. It is a dreadful blow to think that this abomination is to be continued, but we will grin and bear it so long as the hump does not begin at the waist. By way of trimming fringes have taken the place of almost everything clea. Jet is only allowed to shine dimly and lace is forbidden. Most trimmings are

In colors pale woods and ecru are the most fashionable. These are trimmed with their extreme opposites. By the way, a young lady in speaking of a gentleman who is considered a fittle last or "off color," said she who is considered a fittle last or "elf color," said she thought him rather form. The Centennial excitement has revived the brocades of our great grandmothers, and invented the damassé, a material not unlike it. For street dresses silk skirts and damassé overskirts will be popular. For plainer skirts there is the Kuick-erbocker poplin, French mohair, summer camel's hair

sbeige and Oxford mixed.

Evening dresses will be worn high neck (for which gentlemen as well as some indies will be pretty thankul) with elbow sleeves. The Marguerite waist will be the most worn. Bridal dresses are made of a cream rather than a pure white and of three materials—satin,

the mest wora. Bridal dresses are made of a cream rather than pure white and of three materials—sain, sitk and brocade—all of the same shade. A new teature in trimming overskirts is the tutted Algerian gause in this way, white we were the trimming overskirts is the tutted Algerian gause in this way, white we were there. Shirts will be worn demi train, and not of the exagerated pattern worn by Roberte in "Forcel." Krea the transa and organdies still hold their own for summer evening cresses, and may be found in many new varieties. For opera cloaks or wraps the cape cloak is no longer insbinanble, having been superracted by Threes wraps are made of brocade and a material called Scinician. A great deal of embrordory and builton tringe is used on these garments. The dolians is also the savoure a sirect garment. Sacques will, of its or the same showed the lower work of the trimming; checked and strined sids kinds to the savoure a sirect garment. Sacques will, of its or the same should be superated by the same than the same at the lower than the same than

ticles, is the shoe department. Lord & Taylor have imade a great feature of this, and have spared no pains to bring it to perfection. Not only can you get handsome shoes to order, but you can get good comfortable ready made shoes for \$3 and \$3. They are well made, and as shapely as the more expensive shoes. Children's school shoes coat \$2 and \$2.50. A new design in shoes, a specialty of this house, is the button boot with French ne vamp, soft box toes are a novelty also. Then there is the English walking boot, with broad projecting soles, "double-deckers" the boys call them. A new and pretry slipper is buttoned over the instep with a bow. High French beels, we learn, are going to be largely worn, notwiffstanding the agony they are to the wearer. Sensible women, however, will stand by the low square heel and tread the ground firmly, while their more fashionable sisters will wabble about on two sticks at the risk of hie and limb.

hmb.

This firm is offering some truly great bargains. They have Lyons colored faille siks from \$1.25 upward; fancy silks from 60 cents upward. Paris trimmed hats for the wealthy and New York trimmed hats from \$5 upward. In dress goods they offer printed percales at Scents a yard up to 12% cents. Zephyr sustings, 12% cents; meisnige suitings and riza cloth, 12% cents; cashmeres, 20 cents; mohair serges, 30 cents silk and wool foulard pongees, 50 cents a yard; plain and plaid camels hair cloths, 50 inches wide, \$1 per yard; all wool, plaid and striped suttings at \$5 cents, and so on till one is tempted to spend every cent for things that are so cheap. In boys' ready made clothing there are most extraordinary bargains; suits from \$4.50 up and embroidered kilt suits for \$15.

ing there are most extraordinary bargains; suits from \$4.50 up and embrodered kill suits for \$15.

At Hern & Son's we are shown some handsome imported street dresses at reasonable prices. There was one of navy blue silk, pian basque, skirt trimmed with fringe, for \$150. Another, two shades of drab, without overskirt, trumming draped to look like overskirt, three styles of pleatings—side, box and double box—\$125. Another of a peculiar shade of navy blue and drab, trimmed with fringe draped across the front, higher on the left side. A very pretty one was of cream color and black velvet draped in points and with pieces running down both sides like asahes, \$125. A very stylish dress was of brown silk, draped with fringe twenty inches deep and trimmed with frides of the silk, point lace on sleeves, \$150. Here as well as everywhere elso dolmans are the favorite street wraps. Some of them were very handsome, made of cashmere and lace and trimmed with most trimming and fringe. By way of a morning dress we saw here an Oxford suit of pland for \$14, which was prettily made and warranted to wash.

ESCHLANBOUR

wash.

Jackson's mourning store is offering special inducements by way of a closing out sale previous to removing forther up Broadway. Conking & Co. offer some very attractive summer goods and at low prices, French percales at tweive and a half cents per yard, and printed lawns at the same price. One would not have believed five years ago that dry goods would ever reach the price they are at now. The war prices we have been paying are gone, and lot us hope forever. After reading the foregoing it will be seen that a little money will go a great way and that it is not necessary to hunt around in the byways and nedges for bargains.

BONANZA POINTS FROM MR. FLOOD.

He was not a large man, says the Sen Francisco Post, except in his ideas and in the manner of his speech. His lace was as grave as the Chinese problem, but there was a quizzical cast in his left eye, and his tongue was rich and heavy with a foreign accent, albeit as rapid as the running waters of the river Dec. Leaning scarLst the frightful head of one of the tron lions in California street, with the reversal appearance of being ready to either brace up the market or stand from ready to either brace up the market or stand from under, he voiced this idyl:—"it's a fine thing to dale in stocks when you know ye're right. I get all me points from Flood. Misther Flood's a frind o' mine, I make all me money through him. He's a kind adviser. A few days agone I win to me frind Flood, and sez i, "Misther Flood," sez i, would i be best buying a lew shares of Savage." It's goin' chape, 'sez i, 'an' the Lord knows but it'll get out o' me rache soon. Me frind Flood looked up from his writin' the was signin' a chick for an orphan asylum' an' sez he to me, shakin' his big head betimes, don't touch it, 'sez he; divid a thing is there in the mine but wather, zn' it might hurt ye,' sez he 'Thank yo, Mothor Flood,' sez I. Thin I wint an' tack in Too shares. I got all me points from Flood. It was goin' at \$12. Betimes it rose to \$22 an' I bethough mesolf of me frind Flood agin' zn' wint to his office. He was glad to see me. He was spakin to his chafe clerk about kapin' the assessments from gettin' mixed wid the dividends, but kindly stopped and gave me a nod and a wink. 'Good mornie', Missher Flood,' sex I.

'Savage is a quare stock. It's lapin' about like a dog will a male o' poison,' sez l. 'Wouldu't l best sell a tritie of it short?' He looked at me kindly, an' sez he, 'Lave it alone for awhile; it's risin' like a full moon,' sez he, 'widout signs of stoppin', an' I couldn't advise ye to sell.' 'Thank ye, Misther Flood,' sez l. This I wint an' sold me Savage to Keene. He had a trifle already, but was friendly to take it an' give the profit of \$3,500. I set all me points from me frind Flood; but don't be talkin' about it: he might change his system some time an' break me."

TOMPKINS SQUARE.

HOW A VALUABLE RECREATION GROUND CAN BE RUINED BY IMPROVEMENT (?)-A HOTEED OF DISEASE ESTABLISHED IN A POPULOUS DIS-

Previous to the war it was a turf-covered playground for the children of the Seventeenth and Eleventh wards. During the rebelium it was turned into a drill ground, and the greensward naturally disappeared. The fine dust and sand which supplanted it had to be kept down by a layer of asphalt, which covered about three-fifths of the square. The square itself, enclosed by a solid and not badly designed railing, was frequented by the children of the neighborhood, was fairly lighted at night, and was, altogether, a great boon to the vicinity.

It occurred to the Commissioners of Public Works that it would enhance the attractions of the square it the asphalt were taken up, the railing removed and the square laid out in the same fashion as Madison on Union square. In order to have this done \$50,000 were voted by the Common Council. The work was begun last fail, and the whole of the amount expended in the work of destroying the square. Those intrusted with the work succeeded, by January, in making it a howling wilderness. The appropriation was spent and the workmen took themselves off. To-day Tompkins square is utterly uscless, except, perhaps, for the purpose of affording on a windy day a passable illustration of the sand storms of the Great Sabara.

On one portion of it a forbidding array of huge stones lie expectant of the mason who does not come. In other places the discarded railings lean against one another for support. The handsome coping stones are scattered about in every attitude of contemptuous query and expostulation. On the face of every one of them seems written the immortal interrogatory of Tweed: that it would enhance the attractions of the square if

guery and expostulation. On the face of every one of them seems written the immortal interrogatory of Tweed:

"WHAT ARE YOU GOING TO BO ABOUT IT?"

The northwest and southeast corners of the square are railed in. This precautionary enclosing seems to have been called for by two comely pools of stagnant water, which attack the nostrils of the neighborhood on the least provocation from a hot day. The monotony of the level square is relieved by two huge, unsightly mounds of asphalt and earth. The first of these, on the southwest corner, will, it is rumored, be utilized as a grand stand at paradex.

As it completely destroys the look of the square it is probable that it will be kept there for the purpose stated. The residents say the second mound supplies the neighboring doctors with juvenile surgical cases. The dust and fine sand are particularly attentive to business, and may be found resting after their labor on every article in every house or store looking on the square. Such was the condition of things which greeted the eyes of the Herkald man as he examined the square yesterday. One or two men braved the dust and sand in crossing it. Three small boys, playing at ball, represented the juvenity of a populous district. "No, sir," said a respectable resident to the writer, "we cannot allow our children to play in the square now. The sand and dust affect their eyes and lungs, they have not a single seat to rest upon if tired, nor will they have hardly a branch to shelter them from the sun in the summer."

"Do the inhabitants complain of the pools of water?"

"But rain water merely is not sufficient to account for the quantity here?"

"But rain water merely is not sufficient to account for the quantity here?"

"There is think it comes from the river. There used to be a creek running through the square, and we are only twelve feet above high water here. Any one can prove this by digging down to the most dangerous places it New York at night. The faint light of a lamp strugging through the gloom at rare intervals, an

he ranks with the highest chief in the tribe. Before they came in contact with white people they lived in the enjoyment of peace and happiness, but they are now realizing that white people are as numerous as "leaves in the forest," and that they only constitute a remnant of this once powerful and warlke tribe, and are at the mercy of the white race and hable to be driven backward step by step into the waters of the ocean. Their religion tends to give them a gloomy and melancholy cast of character, and among other things they believe that the spirit of the departed howers in anguish around them until a scalp is taken to accompany it to the Indian's last resting place, the great hunting ground where the spirit of a slain enemy serves him in the mosservice offices throughout eternity. For this purposa, though much has ocen said and written about the civilization of the Osages, they yet organize mourning parties and go upon the warpath when otherwise they are peaceable.

zation of the conges, they yet organize mourning parties and go upon the warpath when otherwise they are peaceable.

Though at first thought it may strike the minds of our readers as almost incredible, there are Masona among Osages. They were probably admitted to the secrets, rites and privileges of this ancient institution by the French, in early days, they being the first whites with whom they met. They retain a part of the workings of the crait to this day. Colonel J. M. Hiatt, a licensed trader for the tribe at this agency, who is a gentleman of culture and large experience, and an honored member of the Commandery, whom some on one occasion with a more than ordinarily intelligent Osage, found, upon strict trial, though the linding could not speak a word of our language, that he was a Master Mason who prided himself in the mysteries of the Order.

Their so-called "medicine work" is simply the performance of a religious ceremony in which is introduced all the forms derived from Masonry, tradition and other sources. There are grades in rank, or degrees, as in Masonry, and the ceremonies of introduction and advancement to the higher degrees are as elaborate and impressive as any in the world.

THE MAN WHO KISSED DR. MARY WALKER.

[From the Gold Bill (Nev.) News.]

Dr. Mary E. Walker's peculiar walking dress is cer-tainly a very convenient contume to have on when de-seeding into the bowels of the earth and taking a trip scending into the bowels of the earth and taking a trip through the mines. She visited the Grown Point mine Monday evening last, in company with Miss India Sheets, Miss Lena Smith and Ed. Harris, the party being in charge of Mr. Balch, the foreman of the mine. The Silver City Reporter thus gives some incidents connected with the little optisods:—"Harris, who, as everyone knows, is a first class assayer, and withal an inveterate joker, played all manner of inexcusable tricks on the innocent and unskilled doctor—such, for instance, as making her believe that a piece of barren quarty was real bonanza ore, and that some sulphurets of iron were pure gold. He even went so lar as to try to paim off a piece of crystallized quartz as a ruby; but this was too much for even the doctor's credelity. While down in the mine, 1,704 feet from the suriace, Ed. did a thing which no other man on the Comstock but he would ever droam of attempting. He had the audicity, the neve, the courage, the heart, the stomach to kiss the doctor. Yen, to print a kiss on those tips which had been stranger to such a token of regard ever since the time when she first put her maiden legs into a pair of breeches and stried to be a man. The doctor let on to be highly indignant at the familiarity, and said she wanted no one but her husband to take such liberius (wonder when she'll get one), but, nevertheless, likel it pretty well, which fact impresses us more favorably than anything we have heard about her for a long time.

WHAT HER CARLESSNESS DID.

[From the Des Moines Register.]

Yesterday morning two women in the west part of town gave birth to children in the same room and at the same time. The circumstances transpired sooner than had been expected, and, as a consequence, preparations for the new arrivals had not been made. Intelligence of the event was conveyed to a neighboring house, and awoman living there hastened to them in order to render necessary aid. She cared for the little strangers, bashed and ciothed them, and in due season started to present them to their waiting mammas. Then she made the startling discovery that she had succeeded in inextricably mixing the infants so that she was unable to decide which was the mother of either. The case was anxiously considered by all parties, but no decision could be reached, and finally the two mothers cant loss for choica, agreeing that if the children should, when grown, develop lamily traits sufficiently to identify them they should be exchanged if the present selection though prove to be incorrect. [From the Des Moines Register.]